



1993 - 2



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*THE JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA*

# The Bottle Shipwright

**THE BOTTLE SHIPWRIGHT** is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10. each. First come first served. Overseas members add \$2. for shipping/handling.

# The Bottle Shipwright

Volume 11 Number 2

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FROM THE PRESIDENT  
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FROM THE MEMBERS  
FROM THE EDITOR  
LET GEORGE HELP YOU DO IT... George Pinter

ON THE COVER- USS PUGET SOUND (AD-38)  
model by Charles Wand.

BACK COVER-Jack (KAI-CHO ) Hinkley  
with " Brig "

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THAT IS ALL!

## ATTENTION ON DECK! THIS IS THE CAPTAIN!!

.. Our 11th year as an Association started well with the great Anniversary issue of THE BOTTLE SHIPWRIGHT with the beautiful cover done by George Pinter, one of our many talented members. The thing we must not forget is our journal, THE BOTTLE SHIPWRIGHT, which is the thread that ties us all together. Each member can support the Journal by contributing material for publication in its pages whether you have just come aboard or have been a long time member.

WELCOME to the new members. We hope that you will seize the opportunity to join in the activities, like our conferences and contributing to THE BOTTLE SHIPWRIGHT.

In closing I will repeat the words of our member, the acquire of Wincooski, Vermont, Ralph Preston.

HIT THE BOTTLE

Jack

Material for the Editor should be sent to----5075 freemont drive  
moline, il 61201



George Pinter has a "Fox" original unfolded/stapled copies of the 10th anniversary color cover-suitable for framing available, cost \$25. per each which includes shipping/handling. write to George at 199 Elm Street, Halifax, Ma. 02138.

Now let's refill those bottles.

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2.

# NORGE ORNEN ORWY ORV GEN AN RUE / WAY ORV N ORG NO



Information

## The Polar Vessel "Fram"

1992 marks the centenary of the year in which the polar vessel *Fram* was launched. The name *Fram* - which means "forward" in Norwegian - is inseparably linked with some of the most significant achievements in Norwegian and international polar history, and with some of the greatest explorers of recent times.

By KARE BERG, director of the  
*Fram* Museum



After having crossed the Greenland icefield with five men in 1888, the Norwegian polar explorer Fridtjof Nansen decided to investigate the unexplored inner waters of the Arctic by letting a ship freeze into the ice near the Bering Strait. He was convinced that a strong north-westerly current ran from Siberia to the North Pole and from there southwards along the coast of Greenland, and he now set out to prove the truth of his theory. He further calculated that the current would bring him within reach of the North Pole, and that within three years he would be the first to set up the Norwegian flag there.

In 1890 he formulated his plan: "I shall build a vessel as small and as strong as possible... which will tear up under pressure from the ice and which will be lifted up instead of being pushed down by the screwing action of the ice" he wrote. To design such a ship he approached Colin Archer's shipbuilding yard in Larvik, which was known throughout Norway for the quality of its pilot and rescue vessels.

No effort was spared to equip the *Fram* for her task. The ribs were hewn out of stout logs and strengthened to

withstand pressure from the ice, the 70-centimetre thick sides of the vessel were given three shells, the two innermost of oak and the outermost of greenheart. As an extra protection, the ship was reinforced with sheets of metal fore and aft, and had a rubber and grapellers that could be raised. Nansen's requirement that the ship should be pushed upwards by the expanding ice as it froze was met by giving the hull very rounded lines. The 400-tonner was rigged as a three-masted schooner and equipped with an auxiliary steam engine of 200 hp. There was also an electricity supply, produced by a small windmill. The specially designed vessel was christened *Fram* and launched in 1893 from Larvik.

### 1. The 1893-96 expedition (led by Fridtjof Nansen, 1861-1930)

In 1893, with a crew of 12 men and five years' supplies, Nansen left the shores of Norway and sailed through the Northeast Passage to the New Siberian Islands, where he allowed the *Fram* to become frozen into the ice. The ice floes drifted westwards, carrying the ship with it, but it never came so close to the North Pole as Nansen had hoped. In March 1895 he therefore left the *Fram* together with Helmer Johannsen and tried to reach the pole on sleds. After many vicissitudes they arrived at 86°14'N, further north

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The *Fram*, whose unique design enabled her to withstand the merciless pressure of the ice in the Arctic.

than any explorer before them, but here they were forced to turn back. After a dramatic journey home again, they reached Norway on 13 August 1896, the same day that the ice loosened its grip on the *Fram* north of Svalbard. Thus Nansen was able to vindicate his theory of a westward current, and the success of the expedition made the names of Nansen and the *Fram* known throughout the world.

## 2. The 1896-1902 expedition (led by Otto Sverdrup, 1854-1930)

The *Fram* was not left to rot on her launch for long. Less than two years after her return to Norway she was on her way north again, this time under the command of Otto Sverdrup. Sverdrup had previously cruised the Greenland off-shore together with Nansen, and it was Sverdrup whom Nansen left in charge of the expedition in 1896, when he set off to reach the North Pole. It was also Sverdrup, incidentally, who later took the initiative to preserve the *Fram* as a historical monument.

The 1896 expedition intended to explore the northernmost tip of Greenland, but the ice was too thick for the *Fram* to sail through the narrow sound between Greenland and Ellesmere

Island. For four years, from 1896 to 1902, the *Fram* lay at anchor in various fjords in Ellesmere Island, serving as a base for expeditions by sled into the unknown areas to the west and north. The distances covered by the expedition were enormous, amounting to a total of 18,000 kilometres travelled and over 700 nights under canvas. A 500,000 square-kilometre group of islands was surveyed and given Norwegian names, and the scientific findings were considerable. Sverdrup crossed the islands but they later became part of Canada, which, however, has retained the Norwegian names.

## 3. The 1910-12 expedition (led by Roald Amundsen, 1872-1928)

The *Fram* left Norway again in August 1910, on its third expedition. This was under the command of Roald Amundsen and was officially on course for the North Pole. During the preparations for the expedition, however, word had arrived that the American Robert Peary had reached the pole on 6 April 1909, and Amundsen secretly changed his plans and decided to try for the still unclaimed South Pole, in competition with the British explorer Captain Robert Scott. It was not until the expedition reached Mollmøy that Amundsen

revealed his plans to the other expedition members and to Scott himself.

On arriving at Mollmøy in Ross-havet, Amundsen went ashore and established a station for the winter which he called Framheim. The rest of the story is well known: he and four companions reached the South Pole on 14 December 1911, where he planted both the Norwegian flag and the *Fram* pennant, just one month before Scott.

In the meantime other members of the expedition were using the *Fram* to explore the Antarctic Ocean, where they sailed as far south as 78°41'. Therefore, the *Fram* became the ship which had sailed the furthest north and the furthest south. The *Fram* covered 54,000 nautical miles, a distance corresponding to two and a half times the circumference of the earth.

Amundsen dedicated his life to polar exploration. He was one of the first to spend the winter in Antarctica, in 1901 on the *Belgica* in 1897-99, and in 1903-04 he sailed through the Northwest Passage in the *Gips* and in 1918-25 through the Northeast Passage in the *Maud*. In 1925 he almost reached 89°N in the airplane N 24 and N 25, and in 1926, together with the American explorer Lincoln Ellsworth and the Italian aviator Umberto Nobile, he made the first transpolar flight. He disappeared in 1928 along with the French aeroplane *Latham* while attempting to rescue Nobile's *Italia* expedition.

## The Fram Museum

To celebrate the centenary of the launching of the *Fram*, the exhibition in the Fram Museum has been renovated and expanded to include the Gips expedition, which was the first to sail through the Northwest Passage, the *Maud* expedition, through the Northeast Passage, the air expeditions in the N 24 and N 25 to 89°N, and the flight across the North Pole in the ship *Norge*.

The exhibition also contains maps showing classical polar expeditions made by Norwegians and other nationalities, and separate collections of Arctic and the Antarctic fauna.

Three masted topsail schooner FRAM

FRAM  
1910-12



Length: 115 ft reg., 128 ft over all  
Beam: 36 ft  
Draught: 15,5 ft

V.L.-92



Tonnage: 510 grt (1910)  
Aux. engine: 360 hp AB Diesels Motorer, Stockholm

The FRAM

She is shown as she appeared during her third polar expedition, the South Pole expedition of the great Roald Amundsen 1910-12.

Hull: Black with two yellow stripes along the hull  
Deck: The deck was tarred black, but it was covered with wooden gratings because of the dogs to create ventilation and to make cleaning easier  
Masts and spars: Scraped and oiled natural wood  
Boats: White, covered by gray tarpaulins  
Deck house: White  
Hatches: Teak  
Anchor windlass: Gray  
Anchors: Black  
Name Board: Black with white lettering  
Crew's nest: White

Flag of Norway



#### THE GENIUS OF KARL KROYER

In 1964, the freighter Al Kuwait, all twenty-seven hundred tons of her, capsized and sank to the bottom of Kuwait Harbor. That nation's government might have left her there had she not been carrying a cargo of six thousand sheep !.

Fear was that the rotting carcasses would poison the harbor. So the shipping company would be required to clean up its mess.

But no one knew how.

Neither the Kuwaiti government nor the shipping company had any idea of how to recover those thousands of dead sheep from the bottom of the harbor.

Then someone remembered Karl Kroyer.

A Danish inventor. A genius, some said. His inventions had earned him a million dollars many times over-his bicycle-wheel-rim linings and his various kitchen appliances and his nonskid highway surfacing and all the other profitable patentables on which his international reputation rested.

So the Kuwaiti ship owners called Karl Kroyer.

No way to conduct the cleanup operation underwater, Karl decided. The freighter would first have to be raised to the surface.

The ship owners agreed.

But they had tried all the conventional methods of ship raising, and all had failed.

Karl said he would think about it. The Kuwaitis would hear from him soon. They did.

Karl dispatched a small vessel to Kuwait Harbor, armed with a long injector hose and 30 billion pea-sized polystyrene pellets. If hollow, air sealed, superbuoyant plastic balls could be injected into the ship's hull, the ship itself would become buoyant and float to the surface.

Karl Kroyer's divers descended into Kuwait Harbor, and carried out his instructions. The Plan worked. The freighter was raised to an even keel. Mission accomplished.

Karl's fee was a handsome although not unreasonable \$150,000.

And word got around.

Off the coast of Greenland, a similar situation with a sunken steamer.

The ship owners called Karl Kroyer. The vessel was raised successfully.

Again, off Scotland, same situation. Kroyer was commissioned and came to the rescue.

Finally, Van Den Tak of Holland, Europe's biggest ship-salvage company, joined forces with inventor Kroyer. And today polystyrene pellets are used routinely to raise sunken ships which could not have been recovered two decades ago.

Karl Kroyer might really have cashed in had he been able to patent his process. Yet he could not obtain a patent for a concept that was already in existence.

For Karl had borrowed the hollow plastic pellet idea. He had read about it in a magazine. He had read about a sunken yacht which had been raised to the surface by being stuffed full of ping-pong balls!

Genius inventor-engineer Karl Kroyer remembered reading about that operation in a 1949 publication.

A comic book.

The genius behind the genius of Karl Kroyer was Walt Disney's , Donald Duck.





The new members we welcome aboard with this issue, are almost equally divided between those with experience and those with none. RENT W. GIBB of Edmonton, Canada, has been interested for a long time and has finally found the time to start doing something about it. DeBee ENTERPRISES of Simpsonville, South Carolina, would love to explore all the possibilities. BILL WOOD of Leeds, Maine was recruited by Alex Bellinger. Bill has been building Ship Models for about 20 years. JAMES SPITZKEIT of Gonzales, La. has had a fascination for years, now a SIR kit received for Christmas has rekindled his interest in giving it a shot. SYLVIA EIDSON of Weatherford Tx. would like to purchase some finished bottled models. Her address is on the editors page for anyone interested. FRANK J. SCORSONE of Rosemead, Ca. would like to become a master ship bottler. Time to stop reading Frank and start building. GENE D'ARNOUST of Milwaukee, WI. is half way through his first attempt. Don Pearson put the bee in his bonnet. DAVID BRUNING of Waukesha, WI. built 5 and then stopped. Wants to get started again. BILL CHANDLER of Lincoln, Ca. has built one and is working on his second, is interested in new ideas. You came to the right place Bill. WILLIAM MAKER of East Rockaway, N.Y. has one kit and two scratch built sib's to his credit. HORACE KIPPERS of Baton Rouge, La. has dabbled with sib's on and off and is once again interested. And JEFFRY SIMMONS of Tacoma, Wa. has built 30 sib's and put on displays at the Western Washington State Fair. Welcome aboard all of you and remember- Don't get discouraged if your first or latest attempt doesn't come out exactly as planned, it is part of the learning process. And one more thing- the pictures of finished models that you see in this journal-YOUR JOURNAL- are pictures that I get from the members. I can't put in pictures or articles that you don't send. So please don't think that your work isn't good enough to hit these pages.

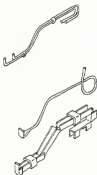
The picture below is one of the first attempts of Bob DeJongste of Holland ( the subject of this issue "All Hands" ) Bob- you didn't say which ship is represented in the bottle, and I like the stand.





JACK (Kai-Cho) Winkley of Coraopolis Pa. our Illustrious Leader, who's serene and shining countenance graces the back cover of this issue courtesy of The Beaver County Times, shows off his model of a "Briq" made from a piece of Fort Pitt Fencepost and stuffed into an Apple Jack Bottle.

CHARLES ( Zippo ) HAND of Charleston S.C. sent in the news that he , or at least his work can be seen in the movie "Chasers". He was contacted by the movie company to do a ship-in-bottle for a movie prop. He has promised to do an article for this publication in the future. Will hold you to it Charles. The model chosen by Roadway Productions in the "Hannah" built from a kit. Charles also sent in a couple of drawings for two "Gripper Grabbers". The top gripper was just bent out of semi-rigid wire with the outer ends locked in place with a twist. The lower gripper was made out of salvaged umbrella ribs. The finger loop on the rod would also lock this into place on the ball. Doubler plates were spoked over the places where side cuts had been made for banding. The outer part had a saddle for a hose clamp to affix it outside the neck.



I hope by now Charles that you have had a chance to try the recipe for Scotch Eggs, and I hop you enjoyed them. Thanks for the photos but what happened to the lighter (Zippo)? Have you stopped smoking ? Will we have to find you a new nick name ? Is that pencil a blue No. 2. ??? Was some great possibilities.



MAROLD WHITING of Plainfield, New Jersey sent in the following photo of his Model "T" Ford that is going to the Metropolitan Museum in New York. He is also working on commissions for a double decker bus and two subway cars complete with graffiti. The graffiti should be no problem Marold, just leave the subway cars on any turnstile in the city and the platform paint pixies will take care of it in a few minutes. The 1914 Model "T" Ford Marold tells me sold for \$490. f.o.b. Detroit. We sure have come a long way in car pricing since then. Oh! by the way, the food and service at the "Bottle Works" at the East Western in Savannah are still very good.



KEN KLING of Costa Mesa, Ca. sent in the photo below of a stamp he put in an old medicina bottle that was very flat. He sent it to Jozo Ukada in Japan and was rewarded with a beautiful miniature of the "Royalist". Thanks Ken.





I must apologize to BILL WESTERVELT of Hampstead, Maryland. Just prior to our last conference, Bill had written to me with an idea he had about doing a column on "Details". It sounded like a very good idea and I told him to put his thoughts in writing. He did, and sent it to me. It got lost in the shuffle of planning the conference and then the usual scramble of trying to get out the next three issues of the Bottle Shipwright. No excuse, everyone who knows me, knows that when I screw up I do so with almost suicidal intent. So again my apologize Bill. There was no enub intended. Here is what Bill Proposes.

I NEED YOUR HELP... To create a column on details. We all know details make a model. The more details, the better it looks, as long as it's all in prospective. But--how--where--do you start.

Each book on the subject mentions a few details, but never all of them. Some we learn by trial and error, some from talking to other modelers. WITH YOUR HELP, this column could benefit us all.

Through this column lets share our ideas and methods. Over the years I've learned a few things. Some I'm comfortable with, some I'm not, but they exist and perhaps they are just what you are looking for. I am sure you've done the same, so lets hear about it.

This exchange of ideas and methods will give each of us a varied smorgasbord type of selection of methods to choose from for each detail we need. It will also help those just starting out in this hobby, who may need a little guidance. It will also give us a written reference of several ideas that we can build on or modify to suit our needs and skills. So I need you help and input.

So lets hear from you. How do YOU build those capstans, ladders, railings, hatches, life boats, etc. What materials do YOU use, for sails, masts, hulls, etc. lets hear what you have to say, so maybe I can say "now why did'nt I think of That?"

With this type of column it could make it easier for you to do more and more varied types of Ships-in-Bottles or Dioramas.

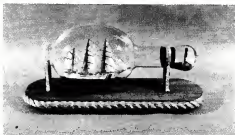
So remember I NEED YOUR HELP.....  
Please send your ideas and methods to:  
BILL WESTERVELT  
2205 Green Haven Way  
Hampstead, Maryland.

21074.

My first article in the next issue will be on hull construction.



RAYMOND CARLSON of Parsonsburg, Maryland supplied photos of his latest project the "Coast Guard Eagle" in a 10,000 watt bulb that Bill Westervelt gave him. Ray added the replica of the Barnegat Light of New Jersey. The light powered by a AA battery concealed in the base actually works. Ray further writes that the Maryland Chapter of S.I.B.A.A. is planning a display of their latest works in the Ocean City Life Saving Museum in Ocean City Maryland, this summer. The base for the model is mahogany. Very Nicely done- Ray.





#### BASTIAAN (BOB) DEJONGSTE

His full name is Bastiaan DeJongst, which in Dutch was shortened to Bas. Unfortunately his foreign friends

sometime pronounced it "Boes", others as "Beas" and some even called him " Bastard" . So in order to astiefly all parties he asked people to call him "Bob" for short.

He was born on the 23rd of January 1917 when the whole family , except for his ten year old brother was down with the Spanish Flu. He had a very pleasant youth. In 1936 after graduating High School he attended the Polytechnic at night to study aircraft construction. At the time it was

hard to find a job, but he was not in a great hurry since he had earned a nice holiday after his exams. One evening he went to the circus with his eldest brother and his wife. Some years before a friend of his, who was a boy-scout, had taught him how to spin a rope and he had become quite good at it. In the circus was a cowboy group and they fascinated him by performing some tricks with their lasso's he had never seen before. He went to see them and to make a long story short stayed with them for about two months, riding, roping and shooting. He had a wonderful time, until one day his father told him it was time to get a white collar job.

He found one with KLM Royal Dutch Airlines. The KLM personnel association had a big cabaret club and he was invited to join. They formed a cowboy band and did some tricks with lasso's and spinning ropes. Every year they had a big show followed by a dance. The president of KLM thought he was dancing to often with his daughter, so a few days later he was transferred to Amsterdam Airport to be trained as a line inspector for South America, which is the reason he had to learn Spanish. However the war broke out and the South American plans were put on hold for the duration.

On March 12, 1944 he was arrested by the German Gestapo on many charges, i.e. smuggling pilots back to England. The German Air Command sentenced him to death, and he was officially executed in September 1944 at Fort Blaukappel in Utrecht, but since he is still alive, something went wrong in the German administration. He " did time" in Vught & Utrecht prison in Holland and then was shipped to Germany to the Bamberg, Ebrach, Vollenbüttel, Magdeburg, Burg and Brandenburg-Görden prisons. He was liberated from the latter by the Russian Army on April 27th 1945. His brother who was a Police Officer, arrested his German Attorney just after the war and was told that he had seen the urn with his ashes. A mystery that has never been solved.

After the war he didn't go back to KLM, but learned to fly in the famous old "Tigermoth" biplane and flew demonstrations in it. He says " one of the best single engine planes which I flew , was the " Spitfire" a lovely piece of dynamite".First licensed as a Private pilot and later as a professional pilot ( B3 ) plus an instructors license for small aircraft.

All this while opening and running his own import/export business and raising three sons ( all of whom can spin a rope). Bob then became the export manager for an American Company, and was very successful for the ten years he worked for them.

**ALL HANDS (continued)**

IN 1974 at the age of 57 Bob retired. Bob has been married for 46 years has three married sons and six grandchildren ( 4 girls, 2 boys ). His favorite hobbies were flying and pistol shooting ( loading his own ammunition.) He teaches Spanish to other retirees. Today he concentrates on mathematics and computers. A steady contributor to the journals of the Dutch, European and American Ships in Bottles Associations, he is a prolific writer, who also contributes to a Dutch Mathematical periodical.

Bob is active with the Dutch S.I.B. group, having built over 400 SIB's. Bob "has fun making them and more fun inventing new and different ways" to build his models.

He demonstrates building ships-in-bottles and when kids are present he perches an imitation red, blue and yellow parrot on his shoulder. " the kids love it" he says. Bob and Ray Handwerker would be a great team at a presentation.



Bob and his imitation parrot.  
At least he doesn't bite.



The Endeavour.

## HINTS & TIPS FOR DOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Edible 12/91

### Thread 1

If you think of the enormous variation in the scale of SIFs on one hand, and the arisal skill and dexterity of the shipwright himself on the other, any attempt to build a model as near true to scale as possible means seeking compromise at every turn of this position that is an art as much as a hobby. For standing and rearing rigging, for attaching masts and spars, and its fast for just about everything else, 100% polyester sewing thread is ideal. It is available in a variety of colours and thicknesses, and provides a wide enough selection to enable us to represent the real thing.

Synthetic thread is a pleasure to work with; even when it comes to securing it with a tiny spot of glue. It has a very smooth, surface, does not fray, and is extremely flexible. In its various thicknesses it meets scale requirements as near as makes no difference. According to your individual taste and imagination you can select the colour and tone to achieve the effect you want. The reel of thread can easily be mounted on a small holder on the workstand. If you coat the end of the thread with a little general purpose glue, PVA adhesive, or nail varnish, and then allow it to dry, it can be cut to a very fine point with embroidery scissors.

This is very important: if the thread is to be passed through a 0.3 mm (No. 80) hole; a feat that is virtually impossible with the blunt end of an untreated thread. At this diameter even getting one thread through the hole has its problems. Putting a second thread through the same 0.3 mm hole can only be accomplished by using a small trick of the trade. You have to cut the end of the second thread at an acute angle to get a sharp point, and then glue it to the first thread so that a very gradually tapering joint is made. Indeed there is no room for more than two threads in a 0.3 mm hole.

Thanks to its higher breaking strain synthetic sewing thread is better, in comparison, than silk and cotton threads, since you can use correspondingly finer threads for the same job. There are also synthetic threads with surface hairs, which are particularly good for knotting and holding hatches. However they are that bit thicker, and noticeably more visible.

The common household thread offered in most shops has a "hairy"



## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Edison 1998

## Thread 2

surface, whereas the smooth monofilament thread mentioned above must be obtained from specialist sewing shops, but then of course you must ask for exactly what you want.

Exponents of the art of bottling ships always pull "lairy" threads through boats in get a smooth surface. It should be mentioned at this point, however, that glue does not stick so well to wadded threads, and damage to the finished ship inside the bottle could occur if one or more threads were to come loose. This type of problem is particularly infuriating, not only because it could have been avoided at the first place, but also because even if it can be put right, to do so may take a considerable amount of time and effort.

Monofilament sewing thread does have a very smooth surface and a truly high breaking strain, yet conversely when sewing textiles the hold on tying-off knots is less than perfect, and for that reason thread ends are best sealed by means of a flame, i.e. coarse a flame cannot be used on a ship actually in the bottle (but now and again though a red hot wire filament may well be used). Nevertheless the commercial equipment for this purpose is far too large and cumbersome for our purposes, and besides there is a very real risk of electric shock if the operating voltage exceeds 40 volts. The dangers cannot be stressed too highly on this point, and besides there are places which will secure knotted threads, and all sorts of knives, blades, and even scissors that can be used to secure them inside the bottle - see "Glues" and "Indestructible Cutting Tools".

### Thread Standards

There are various codes used by manufacturers to indicate the number of strands/weight e.g. No, Nm, Nwt, d tex. To explain these in terms of thread thickness lets take the code Nm 120/2 for example. "Nm" stands for "metric number", 120 means that 120 metres of each strand weighs 1 gram, "/2" shows the number of strands in the thread, in this case the thread weight will be twice the weight of one strand. Generally speaking, the higher the first number the finer the thread. The standard ones are: 8, 9, 10, 12, 20, 25, 30, 40, 50, 60, 70, 80, 100, 120. The other codes have their basis in mathematical factors

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

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Edison 1976

### Thread 3

which are complicated in the extreme, and so for the building 500s a table drawn referencing the useful thicknesses is given below (see Göttermann 'Die Nahl' 88, page 4)

Relationship of Thread Nomenclatures			
No	Nm	Max	Thread End-Number d 122
90	30/1	333 ± 1	330 (1)
120	40/2	425 ± 2	250 (2)
150	50/1	500 ± 1	260 (1)
150	100/2	100 ± 2	200 (2)
180	120/2	80 ± 2	160 (2)
210	70/1	340 ± 1	140 (1)
240	80/1	325 ± 1	125 (1)
360	120/1	80 ± 1	80 (1)

Schedule 00/01: THREAD NOMENCLATURES

Of course anyone building larger models who wants to use twined thread for realism can look around the model shops, where cotton rigging thread from 0.3 mm to 2.5 mm diameter can be purchased; ready dyed brown or black for standing rigging. To finish the bottle a Turks-head knot is usually tied around the neck. For this job you need twice about 3-4 mm in diameter. Nowadays, it is mainly hemp twine that is available, but cotton, because of its smooth surface and white colouring, looks better. Nylon has a sheen and can be attractive, but it is difficult to work, and should only be used when an alternative is not in hand, or perchance you fancy the surface sheen, but beware, sealing the bottle can pose some problems due to the effect of the heat from the sealing wax on the nylon.

As an alternative to thread ship bottlers have also experimented with other materials:

**HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.**  
by Peter Hille  
Translation by Barry Young.

Edicao 10/91

**Thread 4**

**Wire**

Very fine wire may be used, it can be recovered from multi-strand cable, or the windings of electrical relays for instance. On the plus side the fineness of the wire does give a very effective trap to seal appearance. However on the negative side there is that almost invariably monotonous dark brown colour, and the fact that whilst the mats are created its not fast ropes and fibres that you get, but a mass of twisted wire that even with the best will in the world, cannot be set right to capture that authentic look.

**Hair**

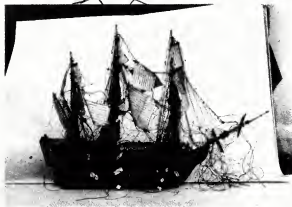
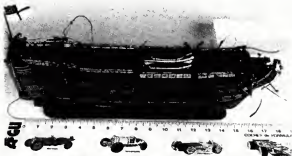
Making the rigging from hair is such delicate work that is virtually impossible to carry out successfully; it fineness (human hair is about 0.02 mm to 0.05 mm in diameter), its elasticity and its susceptibility to stretch or contract with changes in relative humidity work against it. In the final analysis hair accepts knots well, but the general impression is that described for wire above.

JUAN RODRIGUEZ DEL BARRIO  
OF  
MADRID SPAIN

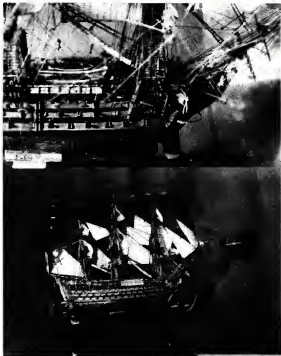
Has coppered the hull of this, his new and better model of the  
" VICTORY "  
2000 Hours of work over a 14 month period, more than 5000 pieces.



"VICTORY"  
by  
JUAN RODRIGUEZ DEL BARRIO.



"VICTORY"



Beautiful work-Del.



Two of Alex Bellinger's most recent efforts. Left is the yawl "DORADE" his first attempt at real working rigging for a bottle model. "It was an ambitious project, not all together a success, but certainly educational. The standing line is a silver fly tying material called French tinsel, which I hoped would resemble modern wire rigging. It didn't."

Gee Alex for a Yankee, yawl talk pretty good southern. Next thing I know you will be sending me recipe's for black eyed grits and pinecones (or is that porcones) whatever!

The lower photo is Alex second Schooner "EAGLE"





Two more shots of Charles Hand's \* USS POCKET SOUND (AD-36) which is a Destroyer Tender. The hull is basswood, stack and crane cabs are pearwood. The upper deckhouses, masts, boats etc. are made from styrene. The helicopter marking was made from copper wire painted white. The sea is clay, but over an inner wood base ( per Kai Cho's suggestion ) .Also put a label in the bottom of the base before gluing inside with white glue.







South Street Seaport Museum  
207 Front Street  
New York, New York 10038  
Telephone:  
212 609-9400

May 25, 1993.

DEAR SHIP AND BOAT MODEL BUILDER:

Preparations for this year's New York Ship and Boat Model Festival are well on the way. We hope to see you there!

PLEASE SEND YOUR REGISTRATION TODAY!

Don't miss out on the festival! Spaces may fill this year before the July 19th deadline! If you still need registration forms, call Garrett or Andrew at (212) 669-9400.

CAN YOU DEMONSTRATE MODEL BUILDING AT THE FESTIVAL?

This year we encourage all participants to work on a model in progress in addition to displaying finished models.

SPREAD THE WORD!

The South Street Seaport Museum is focusing on maritime models from August of this year through March of 1994, with two exhibitions in addition to the annual festival (information sheet attached).

See you in August!

Sincerely,

Garrett English  
Museum Educator

Andrew Beard  
Adult Program Supervisor

~~Also, there~~ Kathy Condon sends her regards as she heads full steam ahead with an upcoming model exhibition featuring twelve New-York-City-bred model makers (information etteched).



South Street Seaport Museum  
87 Front Street  
New York, New York 10038  
Telephone:  
212 669-9486

May 25, 1993

SOUTH STREET SEAPORT MUSEUM FEATURES MARITIME MODELS  
AT ANNUAL FESTIVAL AND TWO SPECIAL EXHIBITIONS  
AUGUST 5, 1993 - MARCH 6, 1994

NEW YORK SHIP AND BOAT MODEL FESTIVAL (August 7 & 8, 1993):  
Scores of model boat builders will descend on the South Street Seaport Museum's Pier 16, models in hand, for the New York Ship and Boat Model Festival on August 7 and 8 from 1-5 PM. The Museum festival introduces visitors to the variety of model building traditions, focusing on the model builders themselves. Builders will demonstrate and discuss their skills and techniques and display finished models. Future model builders will not be overlooked: between 2 and 4 PM, children can make their own fanciful, floatable miniships.

TWO MODEL EXHIBITIONS:

"Twelve Ties to Tradition: Model Making in New York City,"  
(August 5, 1993 - March 6, 1994).

See work of twelve current day ship model builders in the greater-New York City Area. There's something that every model builder can identify with in the exhibition, which features builders as well as models. The twelve chosen to represent the diversity of styles and motivations which drive model making today are Larry Otway, CWO Robert O. Gesking, Knut Olsen, Frank Chietro, Al LaRocca, Jerry Dwelfler, Arthur Joselason, Michael Costaghiola, Alfred Seebode, Michael Sergeant, Joseph Salcal, and Murray Cukler. Bufo won't want to miss the historical section of this exhibition, which features the recently-discovered original prototype model of the SWALLOW built by Captain E. Armitage McCann and photographed for his 1934 Popular Science article on the ship. Model-building demonstrations will be held in the exhibition weekend afternoons in October and November.

THE GOLDEN AGE OF TOY BOATS: A SAMPLING FROM THE FORBES MAGAZINE FLEET, NEW YORK (August 26, 1993-March 6, 1994).  
Beautifully crafted toy boats will delight the eyes and spark the imaginations of "bathtub admirals" of all ages who come to view this survey of the famous Forbes Magazine fleet on display at the South Street Seaport Museum.

For more information, call (212) 669-9481.

## Book News

Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012 414-377-0888

### The First Frigates

#### Nine-Pounder and Twelve-Pounder Armed Frigates 1748-1815

By Robert Gardiner

This is the first volume in a new series of monographs which will outline the development of specific ship types. *The First Frigates* deals with the revolutionary change that came over the Royal Navy in the mid-18th Century: the introduction and development of a radical new type of cruising ship, known to history as the frigate.

The early classes of frigates were all armed with 9-pounder or 12-pounder guns. Although a few were built as late as 1805, this is essentially the story of British cruiser design between 1740 and 1785. As well as the design histories of the classes, this book also addresses more general questions, such as the supposed superiority of French ship building and the relative strength of British and French refitments on early American frigate design. Based entirely on original sources, this book not only describes the ships, but seeks to analyze their strengths and weaknesses and to explain the thinking behind their development.

Robert Gardiner has been the editorial director of Conway Maritime Press for 15 years. He was responsible for developing that company's particular specialization in ship history. This included launching the journal *Warship* and co-editing the *Anatomy Of The Ship* series. Although he has published original research in the field of sailing warship design, this is his first book.

This 128 page book, with 100 illustrations is available exclusively in North America by Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012.

ISBN 0-85177-601-9

SBS #163

List Price \$43.95 plus shipping and handling.

Phoenix Publications, Inc.  
P.O. Box 128  
Cedarburg, Wisconsin 53012  
414-377-7888

Available January 1, 1993.

PRESS RELEASE:

March 3, 1993

**Model Ship Builder Symposium &  
Manitowoc Maritime Museum's 17th Annual Model Ships & Boats Contest  
August 7 & 8, 1993**

The Third Annual Model Ship Builder Symposium and the Manitowoc Maritime Museum's 17th Annual Model Ships And Boats Contest will be held in Manitowoc, Wisconsin on the weekend of August 7 & 8.

This year's first speaker will be Carl Swickley, Director of the EAA Museum. He will speak on the model of USS ENTERPRISE on display at the Eagle Hanger addition. This slide presentation will show the construction and display of this 1/72 model complete with air wing and crew. Swickley was responsible for coordinating modelers from all over the country to build this display.

The other speaker will be John Fox III. He will speak on building ships in bottles. Fox is an author and accomplished modeler. A question and answer period will follow each session.

The Symposium will take place at the Inn On Maritime Bay in Manitowoc, Wisconsin on Saturday, August 7 at 1 p.m. A lunch will be served at 11:30 a.m. A banquet will follow later that evening at 7 p.m. The Symposium is hosted by Model Ship Builder magazine.

The 17th Annual Model Ships And Boats Contest, sponsored by the Manitowoc Maritime Museum, will also be taking place August 7 & 8. The deadline for entering a model is 1 p.m. on Saturday, August 7. Winners will be announced on Sunday, August 8. In addition to the contest, informal roundtable discussions will be held on Sunday. The museum is located next to the Inn On Maritime Bay.

For more information or registration, please contact: Jeff Phillips, Model Ship Builder, P.O. Box 128, Cedarburg, Wisconsin 53012 or the Manitowoc Maritime Museum, 75 Maritime Drive, Manitowoc, Wisconsin 54220.

For more information, contact Jeff Phillips at 414-377-7885.

## Book News

Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012 414-377-7888



Anatomy Of The Ship

### The Naval Cutter ALERT 1777

By Peter Goodwin

The ALERT was one of many armed cutters that were either brought in or purpose-built to supplement the British fleet between 1763 and 1835. During this short period, the cutter was used by the Navy for inshore patrol work and reconnaissance duties as well as assisting the Revenue Service in their preventive duties against smuggling.

The ALERT was one of 15 cutters ordered for the Navy. It was built in Dover, England. Goodwin's drawings of the lines are based on the draft of the hull of the RATTLESNAKE, an identical cutter built at the same ship yard in 1777, and the model currently on display at the National Maritime Museum, Greenwich, England.

After various duties down the channel, she accompanied Kestel's fleet off Ushant in July 1778 and was deployed seeking out the location of the enemy fleet. She was taken by surprise on July 17 and captured by the French frigate JUNON.

Peter Goodwin started his career as an engineering apprentice. His first book was *The Construction and Fitting Of the Sailing Man Of War 1650-1850*. He has also written two other Anatomy volumes, *The 20-Gun Ship Blenheim* and *The Bomb Vessel Granado*. Once a Polish submarine and afterwards a design engineer, he is now employed on the VICTORY at Portsmouth, England.

The book is 128 pages with 30 photographs and 250 line drawings. ISBN 0-9615021-4-5

SBS #461

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Available now.

## Book News

Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012 414-377-7886

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ISBN: 0-85177-601-9

S&S #463

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## Book News

Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012 414-377-7886

### **Eighteenth-century Rigs & Rigging**

**Karl Heinz Marquardt**



### **18th Century Rigs And Rigging**

**By Karl Heinz Marquardt**

This book provides coverage of all major ship types of Northern Europe, the Mediterranean, the Middle East and Asia. Commentary on the development and significant features of each rig is complemented by detailed descriptions of lines, blocks and the sails themselves. This is an indispensable reference work for ship modelers. Indexes include a full listing of rigging terms in French and German as well as English.

Marquardt is an internationally known ship modeler and has spent a lifetime researching his subject. He has carried out much restoration work, which invariably involves riggings and has drawn and devised model plans. He has models in eleven European museums as well as in Australia where he has spent the last 20 years.

The book is 352 pages and contains over 1,200 line drawings. ISBN 1-881093-00-X

**SBS #472**

List Price \$56.95 plus shipping and handling.

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## THE OSAKA SHIPS-IN-BOTTLES MUSEUM MODEL EXCHANGE

As we have mentioned in previous editions of *Bottle Shipwright*, the Japanese have established a ship-in-bottle museum as part of their new waterfront project in Osaka. The museum is being run by members of the Japanese Ships-In-Bottles Society under the leadership of their president, Jozo Okada.

Mr. Okada has also been appointed curator of the new museum and has put out a call for models from foreign builders to add to those built by his countrymen. To accomplish this, members of the Japanese Association are offering to exchange copies of the "Golden Ship" (illustrated below) for one of your own works. The "Golden Ship" is a symbolic ship model in the Japanese tradition, and well worth adding to your collection.

To arrange an exchange, please send your model to: Jozo Okada, 39-1-1, Nagai-Higashi, Sumiyoshi-ku, Osaka, 558, Japan, or you may write and ask for further particulars. Your model should be double packed in two sturdy cardboard boxes, and surrounded by shock absorbing material (unsalted/unolled popcorn works). Mark the outer box "fragile". You may insure it if you wish. Send it by "Sea Mail" and mark it as an "unsolicited gift". Of course, include your name and return address (BOMD) as well as outside the package.

This is a great opportunity to have your model on display in a museum and to also obtain a fine piece of work for your own collection. Why not take advantage of it!!!



Above: A partial view of the models on display in the new Osaka Ships-In-Bottles Museum.

Left: One of the Golden Ships being offered by the Japanese Association in exchange for foreign models.

